

a quality alternative to every-day transportation headaches.

Amtrak has worked hard to understand the needs of passengers. It understands that people want to travel safely and comfortably, that people want to reach their destinations on time, and that people do not want to pay excessive fares. Because of this understanding, Amtrak is currently experiencing a tremendous growth in ridership: just last year, Amtrak logged a record 22.5 million trips, making Amtrak the ninth largest commercial passenger carrier in the United States.

To meet the demands of increased ridership, Amtrak has been working hard to make improvements to its infrastructure. In New Jersey, as well as throughout the Northeast, Amtrak's Northeast Corridor service provides an essential link between regional businesses and communities. To maintain its commitment to the region, Amtrak is working with the New Jersey Transit Authority (NJTRANSIT) to build and improve rail lines and tunnels. NJ TRANSIT and Amtrak are in the process of completing improvements to Newark Penn Station, and construction of the Newark International Airport Station, which will create a link between the airport and the Nation's busiest rail line. These improvements to local infrastructure will further empower local communities and the region's economy.

Today, I ask my colleagues to join me in recognizing Amtrak's commitment to passenger rail service on its 30th Anniversary.

**HONORING THE SERVICE AND LEADERSHIP OF PRESIDENT AREND DON LUBBERS**

**HON. VERNON J. EHLERS**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 6, 2001*

Mr. EHLERS. Mr. Speaker, I rise today to honor a man whose name is synonymous with higher education in Michigan and across the United States. After 32 years as president of Grand Valley State University, Arend Don Lubbers will retire later this month as the nation's longest-serving state university president. During his tenure, Grand Valley State University has grown from a small college with a few buildings on the main campus in Allendale to an established university with additional campuses in downtown Grand Rapids, Holland, Muskegon, Traverse City, and Petoskey.

When President Lubbers began his presidency at GVSU in January 1969, he was a trailblazer, holding the distinction of being one of the youngest college presidents in the country at the time. Recognized by *Life* magazine in 1962 for his hard work and his willingness to try new ideas, Lubbers lived up to the billing by building Grand Valley into a university that now boasts more than 42,000 alumni and is recognized as a premier institution in education, research, and technology.

Grand Valley has enjoyed considerable success because President Lubbers has implemented his vision of how to successfully lead a university. During his farewell address to the campus community in April, he outlined four characteristics of what is required to make a university successful. The four characteristics—ownership, power, commitment, and sense of mission—have been his plan from

the very beginning. GVSU is truly a special place today because he acted on the plans and ideas he envisioned for himself and the university community.

When classes resume for the 2001–2002 school year a new era will be underway at GVSU. It will mark the first time since the late 1960's that President Lubbers will be absent from welcoming faculty, staff, returning students, and new students to campus. Some thirty years later, the school year will begin without the man who has worked tirelessly to achieve his vision for higher education in West Michigan. Even though a new chapter will have begun, the legacy of President Lubbers will live on as Grant Valley State University continues to establish itself as a model for other institutions to follow.

Mr. Speaker, I want to personally thank President Lubbers for his ideas, his commitment to people and education, for laying the foundation for faculty, staff, and students to build on in the future and for his personal friendship. His personable and approachable style will be greatly missed by those who have had the pleasure of working alongside and with him over the years. He's truly earned the right to miss the first day of classes this coming school year. Congratulations and best wishes to President Lubbers and his wife Nancy as they begin their new venture!

**TRIBUTE TO ELLEN KELLY FAIRBANKS**

**HON. JAMES P. McGOVERN**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 6, 2001*

Mr. McGOVERN. Mr. Speaker, I rise today to honor a dedicated educator and administrator, Ellen Kelly Fairbanks, who has recently retired from her position as Principal of the Floral Street School in Shrewsbury, Massachusetts.

Mrs. Fairbanks is yet another example of all the hardworking and dedicated educators found in Central Massachusetts today. She inspires us with her love of teaching, which she has carried with her from the time she was a little girl in Iowa playing school with her younger brothers. Mrs. Fairbanks began her thirty years in education, teaching in Wakefield and Newton. Following time off to raise her two daughters Katherine and Martha, she returned to teaching in her new hometown of Shrewsbury as a reading specialist at Shrewsbury Middle School and later as a teacher at the Calvin Coolidge Elementary School.

In 1987, Mrs. Fairbanks became principal at the Beal School Early Childhood Center. Housed in an abandoned building designed as a high school in 1913, this school building experienced a rebirth under the leadership of Mrs. Fairbanks. To many the Beal Early Childhood Center became one of the most beloved institutions in town. In fact, her accomplishments at the Beal Early Childhood Center were so impressive that the town of Shrewsbury rewarded her in 1996 by making Mrs. Fairbanks principal of Floral Street School, the town's largest elementary school.

Mrs. Fairbanks plans on spending her retirement quilting, traveling, researching her genealogy, and spending more time with her friends. Without doubt, Mrs. Fairbanks has

touched the lives of many and will be greatly missed by the over ten thousand students who have passed in and out of her classrooms and office.

Mr. Speaker, I commend Mrs. Fairbanks for her dedication to the students of Central Massachusetts and present her as an example of what all educators should strive to be.

**COMMEMORATING THE SERVICE OF RUDY SVORINICH AS CHAIRMAN OF THE ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY**

**HON. STEPHEN HORN**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 6, 2001*

Mr. HORN. Mr. Speaker, I rise today to pay tribute to the Honorable Rudy Svorinich, Jr., a Los Angeles City Councilman and Chairman of the Alameda Corridor Transportation Authority (ACTA).

Councilman Svorinich has provided eight years of distinguished public service to the City of Los Angeles and the public agency spearheading the Alameda Corridor rail cargo expressway. This July, Councilman Svorinich leaves public office and, as a consequence, must relinquish his position with ACTA.

We will miss his vision, sharp wit, and steady leadership.

Councilman Svorinich has been the City of Los Angeles' representative to the ACTA Governing Board since 1993. He served four separate terms as chairman.

This body identified the Alameda Corridor as "a project of national significance" in 1995. The Ports of Long Beach and Los Angeles comprise our nation's busiest port complex and cargo volumes are projected to triple by the year 2020. The Alameda Corridor will link the ports to the transcontinental rail yards near downtown Los Angeles, creating a more efficient way to distribute cargo and allowing these ports—and the nation—to maintain their competitive edges.

It is testament to the distinguished service of Councilman Svorinich that the Alameda Corridor is now in full scale construction, on budget and on schedule to open in April 2002.

We owe him a debt of gratitude for his dedicated service.

**THE NATIONAL DEFENSE FEATURES PROGRAM ENHANCEMENT ACT**

**HON. RODNEY P. FRELINGHUYSEN**

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 6, 2001*

Mr. FRELINGHUYSEN. Mr. Speaker, I rise today to discuss the National Defense Features Program. As my colleagues may know, Congress created this program in 1992 response to a report by the Department of Defense describing a shortage of sealift capacity during military contingencies. At that time, Congress decided the best way to solve the shortage of shipping space for heavy military vehicles and other cargo would be the NDF program, providing a cost-effective way to